James Butler's dispersal sale of his East View Farm trotters and pacers was the star attracaigty-five listed, but it developed through the absence of some promising young stock that Butler is not to entirely forsake the absentees are to be put in training at Macon t was stated, with some young stock by John H. Shults and J. W. Daly The sales managers and persons who had come to bid expressed surprise that no notice had been given in advance of the withdrawals. There was a large general attendance aside from horse buyers, two who looked on being Charles Reed, who bought St. Blaise for \$100,-600, and John Madden. Judges Goff and Foster were casual callers and J. Dunn Walton. who drove in races at the Red House track, Harlem, fifty years ago, also watched th

King Direct, the black pacer Butler drove to the world's matinée stallion record of 2.04% at the Empire City track, opened the sale of the East View Farm consignment, going for \$2,100 to a Rochester man. There was more vigorous bidding for Directum Kelly, 2:08%.

sale of the Last view farm consignment, going for \$2,100 to a Rochester man. There was more vigorous bidding for Directum Kelly, 2:08%, but in consideration of his success as a sire of winners the price realized of \$4,550 was not high. Emil Jacobson made the winning bid, buying for an Austrian. The Phantom, the black trotting stallion with a race record of 2:10%, immediately after sold to Frank Caton for \$2,560, who was buying for Russis.

"Another good one goes to Europe," announced George A. Bain, the auctioneer when the hammer fell for The Phantom.

"What does he want to give away our business for?" said one of the foreign buyers on the track. "We take risk enough in shipping horses 5,000 or 7,000 miles without telling everybody what we are paying."

This is the spirit that actuates the speculabors for the foreign market in seeking to cover their bids and only when the certificates for export are taken out will the full list of those bought for abroad be known. Once the sale is made and the fear of being run up is over the publicity would seem desirable to let the foreign market know in advance what is to be shipped, but the agents think otherwise. Native buyers, too, do not always sign their true names on the book, and as everybody pays cash this does not worry the managers.

Ross Ludwig, an aged daughter of Anteco, brought only \$110, but the demand for the Butter broodmares was otherwise good, while young stook bad on speed lines and green horses credited with fast trials were potent lures to draw out the money. Direct Wilkes, a three-year-old trotting gelding, brought \$570; Princess Athel, a six-year-old mare with an early mark of 2:14, brought \$610: Daphne Direct, 2:10%, pacing, brought \$1,050; Direct Tone, an unmarked four-year-old trotting gelding, sold for \$575, to show the run of prices. Hal R., the brown pacing stallion with a 5fth heat record of 2:37% this season at Columbus, was deemed a bargain for Burt Shanks of Cleveland at \$3,400. The consignor, A. D. Simons of Fairmont, W. Va., also sold Hest

at 2.98%, but unmarked, consigued by E. E. McCargo, Philadelphia, seemed another bargain at \$1,200.

Among the last sold in the Butler consignment were Claro, a six-year-old pacer with a matinee record of 2:10%, bought by Joseph F. Gibbons, a Speedway driver, for \$785; Bolivar, 2:00%, the racing record for pacing geldings, purchased by J. D. King of Paterson, N. J., for \$1,000, and Bedelia, 2:14%, a trotting record in a winning race on a half mile track, which went to James Bell of Philadelphia for \$1,110. Butler sold fifty for \$1,200, an average of \$639.

The day's sale was of 109 head for \$58,500. The five days have found purchasers of \$88 horses for \$348,710. The best sales included: PROPERTY OF JAMES BUILBE.

horses for \$348,710. The best sales inclu

PROPRETT OF JAMES BUTLER.

King Direct. 2:05/4, pacer, bik. h., 8 years,
by Direct—Welcome Bunker, by Mambrino King; A. S. Rodney, Lowell, Mass.

Directum Kelly, 2:08/2, trotter, b. h., 13
years, by Direct—Rosa Ludwig, by Anteeo;
Emil Jacobson, city.

The Phantom, 2:10/4, trotter, bik. h., 5 years,
by Boreal—Shadow, by the Night Hawk;
Frank Caton, Russis.

Duke Direct, trotter, bik. h., 5 years, Direct
—Rosa Ludwig, by Anteeo; Harry Darlington, Pittsburg
Phyllis Kelly, trotter, bik. m., 11 years, by
Direct—Rosa Ludwig, by Anteeo; G. C.
Wilson, Pittsburg.

Edna Simbions, 2:12/5, trotter, bik. m., 14
years, by Simmons—Lela Sprague, by
Gov. Sprague; Emil Jacobson, city

Direct Wilkes, trotter, bik. g., 4 years,
by Directwell—Eaga Simmons, by Simmons; W. Smith, city

Edactum, trotter, bik. c., 1 year, by Pittsburg.

Beauty's Belle, trotter, b. f., 2 years, by
Directum Kelly—Beldia, by Jack Dawson;
C.E. Dean, Palatine, ill.

Alma Vista, 2:20'4, trotter, b. m., 8 years, by
Direct—Eastmorn, by Baron Wilkes; J.
R. Magowan, Mount Sterling, Ry.

Direct Tope, trotter, b. g., 4 years, by Directum Kelly—Farara, by Alcantara; George
Smith, city.

Smith, city...

Daphne Direct, 2:103, pacer, bik. m., 7 years, by Direct, Madame Daphne, by Alcantara, G. D. Sherman, Port Henry, N. V.

Gene Direct, trotter, b. g., 5 years, by Direct

—Genevleye, by Startle; C. H. Anderson, tara; G. D. Sherman, Port Henry, N. Y.

Gene Direct, trotter, b. g., 5 years, by Direct
—Genevieve, by Startle; C. H. Anderson,
Newark, N. J..

Baronella, pacer, br. m., 4 years, by Baron
Wilkes—Athella Direct, by Direct; J. A.
Janin, Grymes Hill, Staten Island
Direct Mark, trotter, b. g., 4 years, by
Directum Kelly—Marquette, by Jersey
Wilkes; J. Shaw, city.

McEvan, 2:1844, trotter, b. g., 7 years, by
Gen, Evans—Doily McGregor, by Robert
McGregor; A. Jones, Baltimore.

California Cresceus, trotter, b. g., 6 years,
Mendocino—Corella, by Boodle; G. Hill,
Long Island City.
Direct Flight, pacer, bik, m., 3 years, by
Direct—Diana H., by Artillery; F. I.
Shores, New Haven.

Mas Betterment, trotter, ch. f., 6 years,
by Directum Kelly—Miss Betterton, by
Betterton; John Barnes, St. Thomas, Ord.
Bollvar, 2:00%, pacer, b. g., 10 years, by
Wayland W.—Belle W., by Harry Wilkes,
J. D. King, Paterson, N. J.

Bedella, 2:1814, trotter, by Jackdaw—Queen
McGregor, by Fergus McGregor; Jarvis,
Bell, Philadelphia.

Claro, pacer, ch. g., # years, by Mendocino—Clarlon, by Anset; J. F. Gibbons, city,
Phylora, pacer, blk, f., 4 years, by Oro
Wilkes—Phyliis Kelly, by Direct; Dr.

M. Flagge, Blauvelt, N.

Ed Direct, 2:2014, pacer, bik, g., 7 years,
by Direct-Columbia, by Germaine; J. O.
Reay, Newton Highlands, N. Y.

Sast View Lass, trotter, b. m., 8 years, by
Directum Kelly—Ethel Lee, by Alcantars; J. A. Janin, Grymes Hill, Staten
Island
Isetta, 2:1814, trotter, b. m., 8 years, by
Pactolus—Shaderne, by Shadeland On-

Island.

Isl Rai R., 2:07' i. pacer, br. b. 7 years, by Hal B., 2:04's - Kitty R., by St. Omer: Bert Shauks,

Tal R. 237 a Date: It is years by the stanks. Cleveland.

Dr. Frank trotter. b. g., 8 years, by Daghestan-Edith Allen, by Kildare; J. S. Parker, Salem, N. Y. Wiltonwood, 2.24 a, pacer, br. g., 7 years, by Wilton-Emma, by Onwood; C. P. Jones, Providence.

Grace D., 2:114, Dacer, b. m., 6 years, by Hal-Dillard, Jr.; D. Meche, Brooklyn.

Mosby, trotter, br. s., 9 years, by Allerton—Lady Goodloe; J. D. Thomas, Ovid, N. Y. ton-Lady Bug, by Almont, S. J. Kury, city
J. W. Parriah, pacer, b. h., 5 years, by Dumbarton Maud Elliner, by Conductor, H. R. Tyson, Newark, Del.
Dumbarton 2:27 trotter, br. h., 10 years, by Col. Kuner-Grandred, by Rod Wilkes: George D. Sykes, Bufalo, N. Y.
Ponceletta, 2:31%, trotter, gr. m., 7 years, by Ponce de Leon-Astelletta, by Axtell; W. Bennett, Warwick, N. Y.

Meris S., 2:08, pacer, ch. g., 8 years, by Dr.

Cascade, 29814, pacer, b. g., 12 years, by King Pilot-Annie Brooks, by Brooks's Rorse; L. L. Chapman, Norwich, Corm Ralah, 2:104, pacer, b. g., 10 years, by Charles Derby - Eden, by General Benton; T. H. Coleman, Wilkesbarre, Pa. Cashier, 2:1214, pacer, b. g., 7 years, by Red Lake-Dawson Lake, by Nutbreaker; W. Jenichs, city Cashler, Z:1214, pacer, b. g., 7 years, by Neu Lake—Dawson Lake, by Nutbreaker; W. Jeniths, etty Alphonse O., Z:1314, pacer, b. g., 7 years, by Alcander—Daughter of Belmont Forrest: Sidney Smith, Saratoga, N. Y. Mataphan, trotter, b. c., 3 years, by Moko—Allle Hooker, by Allie Wilkes; A. R. Gillis Syracuse, N. Y.

GOLF. H. M. Forrest Bents F. C. Jennings in Close Match at Lakewood.

Golfers representing the Philadelphia and pretty much their own way in the open tour-Those who survived the first and second rounds for the chief cup yesterday were S. K. de Forest, secretary of the home club; A. W. Fillinghast, H. M. Forrest and H. M.

Brown, all of Philadelphia.

Ideal weather again favored the golfers and under the circumstances it is not sur-prising that the scoring showed an improvement over the qualifying round. The best work resulted from the meeting of Forrest and F. C. Jennings of Nassau in the morning. Both went out in 43 and turned for home all square after the Philadelphian had won the

heat J. F. Byers, Allegheny, 1 up; H. M. Forrest, Philadelphia, beat F. C. Jennings, Nassau, 2 up and 1 to play.

Second Round—Brown beat Lynch, 4 up and 3 to play; S. K. de Forest beat Robbins, 3 up and 1 to play; T. Illinghast beat Snare, 2 up and 1 to play; Forrest beat E. L. de Forest, 3 up and 2 to play; Forrest beat E. L. de Forest, 3 up and 2 to play.

Second Sixteen—First round—Charles L. Tappin, Westbrook, beat A. J. McClure, Albany, 1 up; Faul Waterman, Englewood, beat W. C. Shoup, Englewood, 5 up and 4 to play; J. E. Smith, Wilmington, beat F. C. Carley, Chevy Chase, 2 up and 5 to play; B. B. Billings, Essex County, beat W. S. Childs, Deal, 4 up and 3 to play; R. L. Redfield, Montclair, beat D. W. Granberry, Essex County, 5 up and 4 to play; W. E. Shackelford, Atlantic City, beat C. A. Spofford, Garden City, 5 up and 3 to play; G. S. Curtis, Lakewood, beat William Frew, Pittshurg, 2 up and 1 to play; C. V. Meserole, Dyker Meadow, beat J. E. Faber, Richmond County, 3 up and 2 to play.

Second Round—Tappin beat Waterman, 1 up; 19 holes); Smith beat Billings, 1 up; Redfield beat Shackelford, 2 up; Meserole beat Curtis, 2 up and 1 to play.

Third Sisteen—First round—P. S. P. Randolph,

Shackelord, 2 up. accepted bear City.

Third Sixteen—First round—P. S. P. Randolph.

Philadelphia, beat F. A. Potts, Lakewood, 3 up
and 3 to play: J. P. Knapp, Garden City, beat G.
Jason Waters, Atlantic City, 2 up and 1 to play:
S. B. Ferris, Lakewood, beat Abe Morten, Westchester, 1 up; E. J. Ridgeway, Montelair, beat Jason Waters, Atlantic City, 2 up and 1 to play;
S. B. Ferris, Lakewood, beat Abe Morten, Westchester, 1 up; E., J. Ridgeway, Montclair, beat
H. W. Lyster, Atlantic City, 4 up and 3 to play;
H. E. Foster, Pittsburg, beat Watter E. Edge, Atlantic City, 2 up; E. G. Fraser, Deal, beat G. Thompson, Pittsburg, by default; H. McSweeny, Oli
City, beat J. Haines Lippincott, Atlantic City, 3
up and 5 to play; S. Cunningham, Philadelphia,
beat G. H. Potts, Lakewood, by default,
Second Reund-Knapp beat Randolph, 2 up
and 1 to play; Ridgeway beat Ferris by default;
Fraser beat Foster, 4 up and 2 to play; Cunningham
beat McSweeny, 2 up and 1 to play.
Fourth Division—First round—R. C. Lydon,
Lakewood, a bye; Dr. E. Marvel, Atlantic City, a
bye; A. C. Soper, Lakewood, a bye; E. J. Swords,
Montclair, beat G. D. Braman, Lakewood, 1 up;
B. C. Tillinghast, Philadelphia, beat P. D. Grandin,
Fox Hills, Tup and 6 to play; D. L. Schwartz, Lakewood, a bye; M. B. McQueen, Lakewood, a bye;
J. J. Radle, South Orange Field Club, a bye;
Secoad Round—Marvel beat Lydon, 6 up and
4 to play; Soper beat Swords, 4 up and 3 to play;
Tillinghast beat Schwartz by default; Radle beat
McQueen, 6 up and 5 to play.

ESSEX FELLS, Nov. 29.—Francis Lee Stuart won the Thanksgiving Day handicap competition of the Essex Fells Golf Club by defeating Jason Rogers by six strokes in the play off of a tie. Among the cards were:

Jason Rogers, 80, 2-82; F. L. Stuart, 85, 13-82; Walter Brown, 80, 0-86; A. L. Pelrson, 80, 3-86; Pr. H. H. Schroeder, 98, 11-87; William Shillaber, Jr., 106, 12-94; C. G. White, 110, 4-106; and C. Merriman, 128, 20-108.

Billiards.

In last night's game of the 14 inch balkline amateur handicap tournament in progress at the Knickerbooker Academy in Brooklyn J. Ferdinand Poggenburg, the scratch man, defeated Walter Leonard, who is playing at the 220 mark, by a score of 400 to 202. The winner led throughout the game and won easily with runs of 58, 52 and 43. Leonard made runs of 19, 18 and 15. Poggenburg averaged 10 20-38. The loser had an average of 5 12-38.

Western Blow at Poolrooms. LEXINGTON, Ky., Nov. 29.—The State Racing Commission met here to-day and passed the following rule: "No racing association licensed by this commission shall furnish any information whatever in regard to racing to the poolrooms or permit it to be furnished by any one from its course." This is the first time any Western racing organization has assumed measures against the poolrooms.

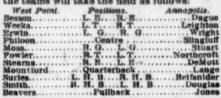
ARMY AND NAVY GAME TO-DAY CLOSES THE CAMPAIGN.

An Open Contest With Chances for Victory About Even-Individual Prowess of the Rival Elevens-Carliste Indians Not to Have Such a Hard Schedule Next Season.

The West Point-Annapolis football game to be played on Franklin Field, Philadelphia to-day, which will bring the pigekin campaign to an end, is the most open in the matter of choice of any of the big games. There has been little to indicate that one team is stronger than the other. Either side can win without s any leaning toward one of the two teams by non-partisan football sharps it is toward West Point solely because the soldiers played s tie game with Yale and a close game with Cornell. Scores against other teams as a means of calculation have been knocked sky high time and again, but they never are

ntirely dismissed from calculations.

Not often are the final makeups of teams so uncertain so close to the game. There is doubt vet as to how the elevens will be made up. The coaches know doubtless, but they have not made definite announcement for every position. As near as can be told the teams will take the field as follows:



Steams. L. H. B. R. H. B. Reinalder Smith. R. H. B. R. H. B. Douglas Beavers. The Reinalder Physically the teams are well matched, the general build of the men on both sides being suited to speed. Clean limbed, sturdy and trim youths are in the majority on both sides. Both elevens have shown the same sharp, aggresseive defence, and if the Navy has shown a somewhat more varied, darting style of play for gaining ground, the Army has been steadier in defensive work. The Army's season in general has been more seen than the Navy's, but if the Navy comes up to its final game in its best form, which is the chief aim of both teams, a somewhat erratic season will not make any difference to its chances.

A lively feature of the play will be the measure of ability between the opposing ends. Both Army and Navy are well equipped in line pickets. De Mott and Dague, the Annapolis ends, are fast runners and hard tacklers, who go straight to their man in an open field and are difficult to block off. They have instinct to help them out. The West Point pair are not quite so dashing, but they cover kicks well and have shown marked aptitude for their line work, breaking up interference with good results. Dague was a star of the Army-Navy game last year. His work in preventing the running back of kicks was a big help to his team.

Northcroft of the Navy and Weeks of the Army are high class tackles and veterans. They don't play opposite each other, however. Weeks's vis-2-vis, according to the latest reports, will be Leighton, who lacks the experience of a big game. If he has ousted Shafroth, however, he must be pretty good. Folyer, the other Army tackle, is a big, rugged, willing chap, who has been filling the position well all season, so that the absence of the crack Pullen is not serious. Fowler played opposite Northcroft a year ago. Northcroft is a skilful place kicker. Erwin and Moes, the West Point guards, go far to make the by this latest move for the improvement of one of man's most useful allies.

These prizes will be for the home breds only, that is the various candidates must be owned in the counties in which they are shown. This will prevent specimens of superlative merit from sweeping the ring. Each county will have its own representatives in competition. With such encouragement it is not too much to predict that in a few years our dealers will not be scouring Kentucky, Missouri, Iowa, Indiana, Illinois and other States for the animal that will bring the high dollar, whether at auction or at private sale. The following is a list of prizes offered by the various racing associations for 1908:

The Coney Island Jockey Club donates to the county fair in each county in the State of New York possessing a stallion of the sum of \$100 as a special prize, to be named "The Coney Island Jockey Club Premium." for the best yearling shown at the county fair which shall be the produce of a mare owned in the county aft sired by the breeding bureau's stallion, the winner of the first prize to receive \$75 and of the second \$23.

The Brooklyn Jockey Club donates to the county fair in each county in the State of New York possessing a stallion of the breeding bureau of the Jockey Club the sum of \$190 as a special prize, to be known as "The Brooklyn Jockey Club Premium." for the best bro-dmare with foal at foot, such foal sired by a thoroughbred stallion as placed by the oreeding bureau of the Jockey Club in the State of New York. Competitors must be owned in the county in which they are shown, the winner of the first prize to receive \$75 and of the second \$25.

The Westchester Racing Association donates a special prize of \$100 for two-year-old trotters, coits, fillies or geldings, to be shown at county fairs in the State of New York where special premiums of \$200 or more are offered for the get of thoroughbred stallions installed by the bureau of the Jockey Club, the prize to be known as the "Brighton Beach Racing Association Premium." There are

tain, also is a power in backing up a line and a line plunger of ability. Reitsnider, right halfback for the Navy, and Suries, left halfback for the Army, are not so well left hairback for the Army, are not so well known, but have done excellent work at advancing the ball. Jones, the Navy fullback, is light and speedy, while Beavers of the Army, a veteran, runs with interference well and can shoot past on end runs rapidly. He is a capable punter, as is Douglas of the Navy. These two will do most of the kicking, the Navy man being the more consistent kicker, getting good height and a steady average of distance. If Beavers has a good day, however, he will hold his own.

day, however, he will hold his own.

It is not likely that the Carlisie Indians will attempt such a hard schedule next season. They probably will play Pennsylvania and Harvard and one Western team and with two weeks in between the big games. According to present expectations there will not be a game with Princeton, as it is felt that there will be enough hard games without taking on the Tigers, and as the Pennsylvania and Harvard games have come to be fixtures the Quakers and the Crimson will again be taken on if they are willing. There is talk, too, of having eligibility rules at Carlisie. Hinting a man's football career to four years. "The only criticism that can be made of our methods now," said Coach Warner the other day, "is that some of the men play longer than is the case at other colleges."

Regarding the delay between halves in the Princeton game, the Yale Alumni Weekly

It was unintentional, but the delay laid Vale open to charges that have been somewhat freely circulated. It looked bad, but it wasn't. The team had been stunned at the brilliance of the Princeton nattack and sat around in their quarters like dummies, untouched by clock or time table. Instead of deliberately using extra time to prepare for the tecam was actually waiting during the last five minutes for something to happen. Twice Capt. Biglow broke the silence and started to go out. When he did go out he was late. But Vale had gained nothing by the delay and no Yale man can believe that any advantage was sought, by the team or the coaches, through such a puerlie method.

THE SUN SATURDAY, NOVEMBER 80, 1997.

It was not merely the desire to "win" that in-apired Yale this year. It was that compelling determination to succeed in the undertaking next at hand that has been the vital force in every wenture worth its sait that ever got anywhere.

The remarks of "Harvard Student" of Lynn about "Yale spending \$1,000 to Harvard's \$100 for coaching" caused a smile among those college men who remembered the big outlay of coaching expenses at Cambridge during the Reid régime. It was considerably more than \$1,000.

PRIZES FOR BREED OF HORSES.

Premiums Offered for Get of Jackey Club's

lions distributed throughout thirty-six coun-ties in New York State. The Jockey Club

ties in New York State. The Jockey Club in order to encourage the patronage of these horses last year offered premiums at the fairs for weanlings by them, and these prizes are to be augmented by the Coney Ialand Jockey Club, Brooklyn Jockey Club, Westchester Racing Association and the Brighton Beach Racing Association. Each of these associations has decided to donate a prize of \$190 to county fairs in counties where a stallien of the breeding bureau is located. This will be a total of \$14,400, each organization contributing \$3,500.

contributing \$3,500.

With commendable judgment all of these awards will not be for the half bred type.

The trotting horse, which numbers his admirers in New York by the tens of thousands,

will be cared for and the general purpose horse, that most useful of horses, big enough

to plough and quick enough to go for the doctor, will also have his inning, in short the

rearing of the best types will be fostered by this latest move for the improvement of

These prizes will be for the home breds

NEW ORLEANS TALENT AT SEA.

Good Thing Players, However, Hit the

ran, Sigh race, one mile and a quarter.—Rebounder, 105 (J. Baker), 9 to 5, won; Tremola. 105 (W. Walsh), 8 to 1, second; Vincentro, 110 (A. Morgan). 10 to 1, shird. Time, 2:15 1-5. Docite, Little Elain. Fonsoine, and 31, Noel also rac.

one of man's most useful allies

The stner's business by the rules is to see that some notification is sent to the waiting elevent. On this occasion so such notice was received by Yale. That's all there was to the indicant. Two score and more of well known indiversity players, now graduates of many institutions, have emphatically stated since the occurrence that they had never gone on the field until called. If the football committee have anything to say about the matter at all this winter the most sensible thing they can decide to do will be to send a copy of the rules to timers. The trouble here again was not from the incident itself, but from the construction put upon it by people who, if they don't themselves set the world on five, occasionally burst late fame from other people's conflagrations.

Apropos of this "desire to win" bugaboo, periodical adverse agitation on which subject seems to be one of the penalties of success in amateur sport, the Alumni Weekly contains the following:

It was not merely the desire to "win" that in-FLORIDA EAST COAST MEN EN-THUSIASTIC OVER MEET.

Expect Great Success for Ormond-Daytona Beach Carnival Races Under Auspices of Automobile Club of America and Their Own Organization-Gossip.

The members of the Florid a East Coast Automobile Association are very enthusiastic over the prospects of their automobile tourna-ment on the beach between Ormond and Daytona next March, according to W. J. Morgan, who returned yesterday from a visit to Daytona. Mr. Morgan has managed the previous speed carnivals on the Florida beach and is to be identified with the coming meet in which the Automobile Club of America is to become interested. S. M. Butler, secretary of the A. C. A., has gone to Daytona to look into the situation and Mr. Morgan

passed him en route.

Mr. Morgan said that the members of the Florida organization will do all in their power to help the Automobile Club of America in managing the meet, but that the races were to be conducted under the joint auspices of both clubs. The Florida men have reserved The East coast organization will build a loop at the southern end of the beach stretch at its own expense. This loop will most likely be built of planks, upon the suggestion of Chairman Thompson of the A. A. A. racing board, and will be a quarter of a mile in length. Mr. Morgan said that he thought the provision requiring cars entered for the short distance events to run twenty miles at a high sustained speed will keep away freaks that might prevent the entry of cars of more orthodox design and construction.

Only thirteen cars managed to survive the strenuous three day sealed bonnet con-test of the Chicago Motor Club which ended on Thursday night. There were thirty-six entries, all of which started except the Peerless, which Charles Burman was to have driven. The cars were required to travel about 200 miles each day, the first day's run being to South Bend, Ind., and return, the next day's run being to Rockford, Ill., and return, and the third to Ottawa, Ill., and The perfect score survivors were of the following makes: Locomobile, Dragon, Haynes, White, Oldsmobile, Rambler, Pierce, Stevens-Duryea, Stoddard-Dayton, Auburn and Kissel-kar. The awards are not to be made until the club's technical committee ha subjected the survivors to further tests and special examinations.

The automobilist who would hereafter obtain a license to drive a car in Colorado Springs must be able to prove that he is of good moral character and is possessed of steady, temperate habits, according to the provisions of an ordinance recently passed by the city council. A board of examiners is to pass upon the qualifications of applicants for drivers' licenses, the board to be made up of the chief of police, a member of the Colorado Springs Automobile Club and a member of the city council. Eighteen miles is the maximum speed allowed and this only outside the fire district, while twelve miles an hour is the limit inside the fire limit, and cars must not be driven faster than eight miles an hour when rounding corners or passing trolley cars. Visiting motorists may drive their cars in the city for three days without a local license and may have this privilege extended to thirty days by paying 25 cents to the city clerk.

Just as a chain cannot be any stronger than

privilege extended to thirty days by paying 25 cents to the city clerk.

Just as a chain cannot be any stronger than its weakest link, so the strength and reliability in action of the highest development in automobile design and construction has, as a limiting factor, some one part of the car, the failure of which means disaster to its occupants, says the Automobile. It is generally conceded that this part is the steering gear, and judging from the overlong list of fatalities attributed to it the type of construction favored by current practice would appear to be lamentably deficient in more than one respect. Doubtless the chief of these is the fact that the weight of the car is, perforce, borne on an accessory construction, so to speak, rather than directly on the axle, as has been the custom with horsedrawn vehicles from time immemorial. In other words, the inherent weakness of the present day automobile steering gear would appear to be centred in the use of steering knuckles. Theoretically speaking, this may be true, and the fact that two inventors have evolved devices in which the load is borne directly by the axle demonstrates the fact that the steering knuckle is not an unavoidable evil.

However, the frequency with which other gear are found to be at fault, while these reputedly yeak members remain intact, amply indicates that improvement is not a matter of reforming practice in one respect alone. Starting at either end, whether at the steering knuckle or the steering mechanism itself, there appears to be no doubt that considerable refinement in detail must be brought about before the high speeds of which the automobile is capable can be characterized as safe. High speed in itself is naturally an element of danger, and many of the casualties hastily attributed to "a defective steering gear" have been due rather to the car's speed than to any failure of its parts. Nevertheless, that there is a great deal of room for improvement is strikingly illustrated by the many casualties in which the steering gear really proved to be at fault. as to breeding. Competitors must be owned in the county in which the fair is held. Contestants may be shown in hand or by the side of a saddle horse.

The work begun by the Jockey Club, when through its breeding bureau thoroughbred stallions of size and of good conformation were placed in competent hands throughout the Empire State to stand for general service at a nominal fee of \$10, which goes to the custodian of the horse, was a tremendous stride in the line of improvement, as there is no better basic blood than that of the thoroughbred, particularly when the individual possesses those most invaluable qualifications—size, bone, color and temper. The members of the bredding bureau commission have made it a point to install only those stallions which meet the above requirements, and as a consequence there are to-day in this State hundreds of youngsters from cold blooded dams which will become at maturity splendid specimens of a type of the most useful horse in the world. The beauty of the thoroughbred cross is that the blood of the stallion predominates and refines the coarser elements of the dam.

The best of our heavyweight hunters, a

A very simple and effective method of increasing the output of ordinary dry battery cells is recommended by a motorist who is identified with the telephone business and who claims to have adopted the same scheme in that line. It is merely to remove the usual binding post from the carbon terminal, break off the pole flush with the packing on top of the shell and drill it out carefully to a depth of about and inch and a half. Afterward a brass screw of about the same length may be inserted or a specially made binding screw equally long. In cases where this treatment has been applied both to old and new oells the amperage has been found to have increased to a surprising extent. In one instance he asserts that the original reading of eighteen amperes per cell was raised to no less than twenty-eight by this means, while as showing an opposite externed and the same leave exactly seven amperes. As showing further that the life of the cell is not necessarily reduced by this means, in one case a former vehicle mileage of 500 is said to have been increased to 1,500 with no other possible means of accounting for the alteration in performance. The theory is that the longer screw, giving better contact as it does, reduced the internal resistance of the cell and so increases its efficiency. in the world. The beauty of the thoroughbred cross is that the blood of the stallion
predominates and refines the coarser elements
of the dam.

The best of our heavyweight hunters, a
class of horse which commands tremendous
prices in the horse markets of the world, are
out of dams whose ancestors were prized because of their size and strength and whose
days were spent between the shafts of a cart.
Wasp, the largest prize winning hunter at
the recent National Horse Show, is one of these
half bred weight carriers, and he repeatedly
flew the stiff jumps with 210 pounds in the
saddle. The trotting family, which is probably as near an accepted type as we have in
America to-day, is an ideal cross for the thoroughbred. Some of the trotting families
have nothing but their gait to commend them,
while others have beauty but no gait or speed,
except what is produced by the most assiduous training. Some trotters bred in trotting
lines for generations pace or amble and require artificial appliances to make them strike
the gait which should be theirs by inheritance. The thoroughbred cross eliminates
these characteristics, and some of our best
earriage horses and many of our best saddle
animals are the result of the thoroughbred
trotting cross.

TROTTING HORSE BREEDERS MEET Pass Resolution Against Three in Five

On motion of Gen. Watts of Viriginia the American Association of Trotting Horse Breeders at a meeting in the Garden annex NEW ORLEANS, La., Nov. 29.-Favorite players experienced the worst day of the sea-son at City Park this afternoon, while the yesterday passed a resolution that three heat in five races for three-year-olds or under should be abolished. His experiences with layers complained of being stung by the sharpshooters at the conclusion of the day's colts, including the champion Gen. Watts, 2:06%, had fully convinced the General that the protracted races were an undue tax on the strength of young trotters. There was a unanimous vote for the resolution. The motion that the members put themselves on record as favoring a change from the best three heats in five system followed the report by Secretary H. K. Devereaux of Cleveland that a special meeting of the directors at Lexington in October had recommended the abolishment of such races. The committee had not suggested a substitute plan but had forwarded its report to the promoters of the Kentucky and the Horse Review futurities, the only ones for three-year-olds under the method regarded as pernicious.

W. Russell Allen of Pittsfield, Mass., and St. Louis, presided in the absence of Senator Bailey of Texas, the president. The secretary's report stated the membership had increased to 600 since the organization last January, and that there were ninety-two life members. In response to a request from the Bursau of Animal Industry of the Department of Agriculture to cooperate in the improvement of the American carriage horse the secretary stated a meeting had been held at Chicago on November 18. The plan to be suggested is to offer cups for heavy harness horse classes at the largest country fairs, and ultimately to have championship classes at the annual live stock show at Chicago, or in alternation with the East.

A. J. Dietrich, assistant secretary, reported a satisfactory early entry to the stallion and matron futurity stakes opened by the association. It was voted to deposit all entry fees in a Cleveland bank and that the interest to the fees be added to the purses.

W. E. D. Stokes urged the association to take steps to encourage young men to drive and train horses for amateur racing. W. Kusseli Allen and that ultimately the association to take steps to encourage young men to drive and train horses for amateur racing. W. Kusseli colts, including the champion Gen. Watts, sport. The good thing players located win-ners with great regularity, among them being 2:08%, had fully convinced the General that Blackburn, backed from 60 down to 10 to 1. Mortiboy, heavily dealt in by a select few, and Rebounder, backed from 4 to 7 to 5 in the closing event. Rebounder was the only one of the trio that had a close call, he being but a neck in front of Fonsoluca, an outsider, at the finish.

Burlew & O'Neill's Cuernavaca, a 5 to 1 chance, won the opening race, at five and a half furiongs for maidens easily, from Lasceur, while McCafferty's Ben Rose, the favorite, finished in the ruck. Lucy Young, a star sprinter of other days, came to life in the second, winning from start to finish from Dr. McClure. Severus and Divorcee were supposed to hold the third race between them, but Ansonia, 18 to 1, beat the Cella filly. Severus lost his rider shortly after the start. The summaries:

filly. Severus lost his rider shortly after the start. The summaries:

First Race.—Five and a half furlongs—Cuernavaca. 163 (J. Hennessey). 5 to 1, won; Lasceur. 168 (V. Powers). 5 to 1, won; Lasceur. 168 (V. Powers). 5 to 1, escond: Sylvia G., 104 (J. Hogg). 15 to 1, third. Time. 1:12 3-5. Ben Rose. Merdgo, Major Mack. Client, Kolighthead. Tim Kelly. Sundart. Culture and Sweetner also ran. McCracken left at post.

Second Race.—Siz furlongs—Lucy Young. 108 (C. Koerner). 3 to 1, won; Dr. McClure. 107 (Mountain). 7 to 1, second: No Trumper. 162 (N. Deverleis). 30 to 1, third. Time. 1:13 4-3. Creel. Royal Legend. Arabo. Anna Scott, Gold Duke. Dapple Gold and Grace George also ran.

Third race, five furlongs.—Ansonia. 96 (Skirvin). 16 to 1, won; Divorcee. 102 (Delaby). 3 to 5, second: Sir Cyril, 107 (J. Lee). 30 to 1, third. Time. 1:05 2-5. Antoine. Senator Paynter. Severus and Break-speare also ran. Florence N. left at Dost.

Fourth race, six furlongs.—Blackburn. 97 (Forrity). 10 to 1, won; Suffice. 103 (Leibert). 15 to 1, second; Charlle Thompson. 107 (Mountain). 7 to 1, third. Time. 1:56-5. Thiler. Klamesha II. Animus. Coe Balley. Hay, Preebooter and Busted also ran.

Fifth race, one mile.—Mortiboy. 107 (Aubuchon). a to 1, won: Ace High. 103 (P. Kelly). 11 to 5, second; Cottness. 105 (Pelaby). 4 to 5, third. Time. 1:47 4-5. Coon., Stella Land and Prince Fortunatus also ran.

Sigth race, one mile and a quarter.—Rebounder.

W. E. D. Stokes urged the association to take steps to encourage young men to drive and train horses for amateur racing. W. Russell Allen said that ultimately the association should have racecourses in the West and the East on which to hold its own meetings. He appointed as a committee to nominate fifty directors who elect the executive committee H. N. Bain, W. E. D. Stokes and C. A. McCully, Their report nominated the former board with the exception of 4. C. Kirkpatrick of California, breeder of Thornway, 2.05%; S. Walton of Virginia and W. F. Garth of Alabama.

## Nearly 1000 Suits

Exclusively of this season's styles, in fancy mixtures and black cheviots. All sizes.

\$14.50 Former prices \$20, \$22 and

\$13.50 Former prices were \$20 and

Also this season's styles.

For Young Men

patterns. Sizes 33, 34, 35, 36.

In blue, black and fancy

And Hundreds of Overcoats, \$15 to \$50

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# GREGG WINS CAVALRY RACE

TROOPER M'GRATH ENJOYS A TRIUMPH AT BENNINGS.

Firebrand Takes Amateur Cup With Mr. Wright Up—My Grace's Steeplechase
—Comedicane, Lady Avis, Poquessing
and Miss Crawford Capture Purses

WASHINGTON, Nov. 29 .- Many soldiers of the Regular army visited Bennings to-day to see a novel race in which cavalry horses furlong dash for what was called the Army Mounted Service Cup. The hardened racetrack patrons did not evince much interest in the race, but the soldiers waxed enthusiastic. They made Gregg, of Troop G. Thirteenth Cavalry, Fort Myer, a favorite at 3 to 1, and after a rather farcical struggle he won in a gallop with James G. McGrath in the saddle. Dan, of Troop D. Thirteenth Cavalry, was second at 6 to 1, while Randolph of Battery E, Third Artillery, 4 to 1, was

Firebrand, a prohibitive favorite, made all the running in the Amateur Cup and won easily from Simple Honours, backed from 15 to 10. Killochan, 4 to 1, was third. The winner was well ridden by Master Tommy Wright. The time was 1:18 1-5. The Southern Steeplechase for Hunters, at about two miles, was easy for C. H. Smith's My Grace,

ern Steeplechase for Hunters, at about two miles, was easy for C. H. Smith's My Grace, 8 to 5, who drew away in the last five furloage and won with fifteen lengths over Warrenton, 6 to 5 favorite. Flying Machine, 4 to 1, was third, the same distance back. J. T. Morgan fell at the Liverpool, but was remounted. The time was 424.

Comedienne, 10 to 1, trained by George Odom, got up in time to win the highweight handicap, at seven furlongs, by half a length in a hard drive. Sanguine, coupled with Dolly Spanker at even money, also closed strong and took the place by a head from Right and True, 10 to 1, who made the bulk of the running. Dolly Spanker could not raise a gallop. The time was 1:30.

Lady Avis, 4 to 1, after a slow beginning, ran a-fine race and won the fifth event, for maidens, at a mile, in a gallop by five lengths in 1:44 3-5. Wilton Lackaye and Noblesse Oblige, both at 30 to 1, ran second and third, respectively, separated by a head. Ottoman, 7 to 3 favorfte, was in close quarters at all stages and never had a chance.

Poquessing, backed down to 4, when let down galloped off with the sixth event, a handicap, at a mile. He had five lengths over Graziallo, 6 to 1, at the wire, the latter beating Hooray, 5 to 2, a head. Hooray led for seven furlongs but tired. Samue! H. Harris, backed from 8 to 11 to 5, was half a length out of the money, the victim of a poor ride. The time was 1:43.

W. W. Darden's Miss Crawford, backed

ride. The time was 1:43.

W. W. Darden's Miss Crawford, backed down to evens, was ridden out to win the last race, at a mile and a furlong, by a length and a half from Solon Shingle, 10 to 1. Campaigner, 12 to 1, was third. Reidmoore, backed from 3 down to 5, weakened in the last furlong. The time was 2:00 Four favorites lost and McDaniel rode two winners. The summaries:

Highweight handleap; for two-year-olds and upward; \$400 added; seven furlongs;

Horse and Age, Wt. Jockey. Betting. Fin.
Comedienne, 4. 122 Raynor. 10-1 3-1 14
Sanguine, 2. 100. F'rbrother.even 2-5 2h
Right and True, a. 100. G. Swain. 10-1 4-1 34
Easton, 3. 94. Menry. 7-1 5-2 4
Comilpo, 4. 94. Menry. 7-1 5-2 4
Comilpo, 5. 94. Mecahey. 40-1 15-1 5
Rattle Axc, 4. 101. Cullen. 40-1 15-1 6
Trash, 2. 102. Yorke. 23-1 7-1 7
Servile, 2. 90. J. Hogg. 30-1 10-1 8
The Wrestler, 3. 103. L. Smith. 7-1 5-2 9
'Dolly Spanker, 6. 123. McDaniel. even 2-5 10
Montbert, 2. 90. Brussel. 40-1 15-1 11
'Coupled. Time, 1:39.
Good start; won driving; Comedienne, ch. f., 4.
by Plaudit—Maxine Elliott; owned by the Kelso
Stable; trained by G. M. Odom.

SECOND RACE.
Southern Steeplechase for Hunters; \$400 added;

POURTH RACE.

catch weights; six furiongs:

Horse. Jockey.
Gregg. J. G. McGrath.
Dan. R. A. Miller.
Randolph. T. J. Hughes.
No. 3. C. E. Boyd.
No. 10. G. C. Swope.
Harry. A. Roussin.
Fred. M. Richmond.
Everett. A. Jabeczynski.
Bobs. C. F. Adams.
Polo. E. S. Curran.
Dooley. J. E. Bowering.
Time, 1:32.
Good start; won easily; winner c.
G. Thiricenth Cavalry, Fort Myer. For maiden three-year-olds; \$400 added; one

For maiden three-year-olds: \$400 added; one mile:

\*\*Horse and Age.\*\* Wt. Jockey.\*\* Betting.\*\* Fin.\*\*
Lady Avis. 4. 104. McDaniel. 4-1 7-5 15
Wilton Lackaye. 3. 93. A. Martin. 30-1 10-1 25
Noblesse Oblige. 5. 103. C. Brady.\*\* 30-1 10-1 25
Noblesse Oblige. 5. 103. C. Brady.\*\* 30-1 10-1 25
Nillistone. 3. 105. Henry.\*\* 10-1 4-1 4
Ottoman. 3. 95. Yorke.\*\* 7-5 7-10 3
High Jumper. 3. 95. Fairbrother 4-1 7-5 6
Dumeld. 3. 95. Brussel.\*\* 12-1 5-1 7
Gramsar. 4. 96. G. Swalin.\*\* 20-1 8-1 8
Pompous. 3. 95. Schaller.\*\* 30-1 11-1 19
Niantic. 4. 106. S. Smith.\*\* 25-1 10-1 19
Thomas Hoy. 3. 95. Schaller.\*\* 30-1 30-1 11
Bob Edgren. 4. 107. J. O'Brien.\*\* 50-1 30-1 11
Good start; won easily: Lady Avis. b. f., 4, by
Verge d'Or-Belle Stout; owned by J. F. Hale;
trained by C. F. Rockett.

SIXTE RACE.\*\*

Handicap; for three-year-olds and upward: \$500

Handicap: for three-year-olds and upward: \$500 added; one mile:

Horse and Age. Wt. Jockey. Betting. Pin.
Poquessing. 4. 116 Brussel. 4-1 8-5 12
Grazfallo, 6. 118 G. Swain. 6-1 2-1 2h
Hoorey. 4. 114 McDaniel. 5-2 even 15
Hoorey. 4. 114 McDaniel. 5-2 even 15
Frank Lubbock. 4. 94 Henry. 8-1 3-1 5
Listless. 3. 100 Yorke. 15-1 6-1 6
Oxford. 5. 120 L. Smith. 16-1 4-1 7
Time. 1:43.
Good start: won easily: Poquessing. b. or br. g.,
4, by Knight of the Thistle—Octa Reed; owned and trained by F. Herold.

For three-year-olds and upward; \$500 added; one mile and a furlong:

Horse and Age. Wt. Jockey. Betting. Fin.
Miss Crawford, 6. 108 McDaniel even 1-3 174
Solon Shlagle, 6. 111 Christian. 10-1 3-1 278
Campaigner, 3. 108 Brussel. 12-1 4-1 374
Reidmoore, 4. 112 Noone. 5-1 6-5 4
Mariposa, 3. 100 Schaller. 12-1 4-1 5
Lady Karma, 3. 100 J. Rogg. 15-1 5-1 6
Park Row, 4. 108 Henry. 6-1 2-1 7
Belle Strome, 8. 100 G. Swain. 12-1 4-1 8
Time, 2:00.
Good start; won driving; Miss Crawford, ch. m.,
8, by Tenny-Flo II.; owned by W. W. Darden, trained by B. Frankin. SEVENTA BACK

HORSES AND CARRIAGES.



TO-DAY'S CARD FOR BENNINGS Maximum Stakes, Three Miles, Is the Feature.

WASHINGTON, Nov. 39 .- The Eastern racing season will wind up at Bennings to-morrow. The Maximum Stakes, at three miles, is the feature, with Beauclere, Ironsides and Right Royal probably the best. In the first race, at a mile, Thistledale, Loudon Light and Howard

111 Loudoun Light ... 111 King of Spades ... 111 Alken ... 111 Dicbold ... 106 James Crawford ... 106 Ida Reck ... Panique... Peter Knight ... Duffield ... Howard Shean ... Easton ... Easton. 106 Ida Reck.
Second Race—Selling; steepiechase; about miles and a haif:
Yama Christy. 149 Essex
Alamansor. 147 Bob Murphy.
Spencer Reif. 147 Kara.
Prince of Pilsen. 147

Beardall.
De Burgo
Apple Toddy.
Servile.
King Thistle.
Dottle S. 110 Profit
101 Twigs.
103 Twigs.
104 Feat Dame.
104 Administrator
104 Heap Talk
105 Glaucus.
104 Trey of Spades.
104 Okitau
104 William H. Lyon.
104 Desideratus.

Fourth Race—The Maximum; three miles: Right Royal 107 I ponsides. Banker 107 Eccrult. Beauclere 104 D'Arkie.

Milistone.
Sixth Race—Hand
Oraculum.
Miss Crawford.
Dolly Spanker.
Comedienne.
Fancy Bird.
Tony Bonero.

New Orleans Entries for To-day. Selling; one mile:
90 Lajeunesse...
90 McAtee...
90 King's Plate...
90 Golden West. Miss Mazzoni. Listerine..... Fourth Race-The Test Stakes; \$1,000 added; six 80 Jack Atkins... Fifth Race-Selling; six furlongs

 
 Refined.
 25 Miss Stitton.
 104

 Glamor.
 96 Dargin.
 105

 Don Hamilton.
 100 Lens.
 106

 Chief Hayes.
 100 Robin Hood.
 107

 Judge Treen.
 102

 Sixth Race—Selling; one mile and three-sixteenths:
 Approbation.
 99 Agile.
 108

 Lady Goodricb.
 100 Jungle Imp.
 108

 Flavigny.
 103
 Alkaline Standard **Natural** 



"Silver Plate that Wears" FINE TABLE CUTLERY Knives, forks, spoons, etc.— the best made—are identified by the famous trade mark 1847 ROGERS BROS. This name has three score years' reputation for beauty, finish, style and quality. BOLD BY LEADING DEALERS The mark on capdelabra, fore dishes, pitchers, gras, etc., should be MERIDEN BRITA CO.

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# PENNSYLVANIA

## GROOMING THE PACIFIC FLEET.

the first weeks of December.

part of the fleet, will sail December 2.

The fleet itself will leave the Roads on December 16. The President of the United States, the Secretary of the Navy, and and "Dolphin," as it starts on its long journey.

is ample hotel accommodation at Norfolk and at Old Point Comfort, which is delightful in climate during the early months of

on sale after December 1 at reasonable rates. These tickets admit of a six months' stay at this popular resort.

Bulletin.

Hampton Roads, at the foot of Chesapeake Bay, will be. from December 2 to 16, the scene of one of the greatest naval displays ever made by the United States Government.

Here will assemble the great Pacific Fleet, which Admiral Evans is to conduct on a cruise extending 13,772 miles, skirting the shores of North and South America and rounding the once dreaded Cape Horn.

Sixteen battleships, four supply ships and the tender "Yankton," the Admiral's "marine auto," in which he will pay official calls, will compose the fleet that will mobilize here during

Two gunboats will also anchor in the Roads at this time and the business of properly "grooming" the Pacific fleet will be a most interesting sight. The torpedo flotilla, which is to form

other invited guests will review the fleet from the "Mayflower" The Pennsylvania Railroad affords the most convenient way to the Roads via its famed "Cape Charles Route." There

Winter Excursion Tickets to Old Point Comfort will be